



Highways Committee

Tuesday, 19 January 2010 at 7.00 pm

Committee Rooms 1, 2 and 3, Brent Town Hall, Forty Lane, Wembley, HA9 9HD

Membership:

Members

Councillors:

D Brown (Chair)
Wharton (Vice-Chair)
Detre
Matthews
Van Colle

first alternates

Councillors:

Lorber
Sneddon
Blackman
Allie
Colwill

Second alternates

Councillors:

Allie
Lorber
Colwill
Sneddon
Blackman

For further information contact: Toby Howes, Senior Democratic Services Officer,
020 8937 1307, toby.howes@brent.gov.uk

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The press and public are welcome to attend this meeting

Agenda

Introductions, if appropriate.

Apologies for absence and clarification of alternate members

Item **Page**

1 Declarations of Personal and Prejudicial Interests

Members are invited to declare at this stage of the meeting, any relevant financial or other interest in the items on this agenda.

2 Minutes of the Previous Meeting Held on 18th November 2009 1 - 6

The minutes are attached.

3 Matters Arising (if any)

4 Deputations (if any)

5 Petitions

The following petition has been verified by Democratic Services and contains in excess of 50 signatures:-

Petition for Parking Availability on East Lane, along the Parade of Shops Adjacent to North Wembley Train Station

This petition, submitted on behalf of local traders, requests the following:-

“We the traders of East Lane request your support in our petition for more parking availability along our parade of shops.”

A report in regarding this petition appears under Item 6 in the agenda.

6 Report on (i) Progress on the 2009/10 Controlled Parking Zones Programme and (ii) the Proposed 2010/11 Programme 7 - 24

This report informs the Committee of the progress on the Controlled Parking Zones (CPZs) implementation programme in Brent, since it was last reported in November 2009. The report also addresses a petition received from the traders of East Lane (near North Wembley station) requesting the introduction of short term pay and display bays outside their premises. The report outlines a proposed programme of CPZ work for 2010/11 and seeks approval to progress that programme.

7 Tubbs Road Councillor Call for Action - Recommendations from the Overview and Scrutiny Committee 25 - 34

At its meeting on 8th December 2009, the Overview and Scrutiny Committee considered the councillor call for action (CCfA) submitted by Councillor Powney in relation to the traffic issues at Tubbs Road, Kensal Green Ward. Details of the CCfA are included as an appendix to this report. The councillor call for action was made to the Overview and Scrutiny Committee because Councillor Powney wanted members to consider recommending solutions that would:

- Reduce traffic congestion, in what is a narrow, largely residential street.
- Reduce the air pollution, associated with the large volume of traffic.
- Allay concerns about road safety.

Full details of the discussion at the Overview and Scrutiny Committee meeting, and a previous site visit to Tubbs Road are included in this report. The Overview and Scrutiny Committee agrees with Councillor Powney and local residents that the Council should see if measures can be taken to reduce traffic congestion in Tubbs Road, but also appreciates there is not a straightforward solution to the traffic problems in the area. The Overview and Scrutiny Committee has made a number of recommendations on this issue which it hopes will be given full consideration by the Highways Committee. Of utmost importance to the Overview and Scrutiny Committee is that residents are involved in developing solutions to the traffic issues in the area.

8 Transportation Local Implementation Plan - Transport for London Capital Allocation 2010-2011 35 - 44

The predominant source of funding for schemes and initiatives to improve transport infrastructure and influence travel patterns in Brent is the annual Local Implementation Plan (LIP) allocation from Transport for London (TfL). This report outlines recent changes to the arrangements for making that allocation, provides details of the LIP allocation and scheme programme for 2010/11 recently confirmed by TfL and seeks approval to implement the schemes and initiatives within that programme.

9 Date of Next Meeting

The next meeting of the Highways Committee is scheduled for Tuesday, 16th March 2010 at 7.00 pm.

10 Any Other Urgent Business

Notice of items to be raised under this heading must be given in writing to the Democratic Services Manager or his representative before the meeting in accordance with Standing Order 64.



Please remember to **SWITCH OFF** your mobile phone during the meeting.

- The meeting room is accessible by lift and seats will be provided for members of the public.
- Toilets are available on the second floor.
- Catering facilities can be found on the first floor near the Paul Daisley Hall.
- A public telephone is located in the foyer on the ground floor, opposite the Porters' Lodge



LONDON BOROUGH OF BRENT

MINUTES OF THE HIGHWAYS COMMITTEE Wednesday, 18 November 2009 at 7.00 pm

PRESENT: Councillor D Brown (Chair), Councillor Wharton (Vice-Chair) and Councillors Detre and Van Colle

Also present: Councillors Fox, Long and J Moher

Apologies were received from: Councillor Matthews

1. **Declarations of personal and prejudicial interests**

None declared.

2. **Minutes of the previous meeting**

RESOLVED:-

that the minutes of the previous meeting held on 17 September 2009 be approved as an accurate record of the meeting.

3. **Matters arising (if any)**

None raised.

4. **Deputations (if any)**

None received.

5. **Petitions**

The Committee noted that the following petitions containing in excess of 50 signatures had been received:-

i) **Petition against the proposed extension of the Controlled Parking Zone (CPZ) NT in Dudden Hill**

This petition, presented by Mr J K Mehta, the Chairman of the Neasden Neighbourhood Watch Scheme, and containing separate pages of signatures, stated:

“Do you want Controlled Parking Zone in your street, regarding the proposed extension of the CPZ Zone NT in Dudden Hill?”

Beneath this question, residents indicated their support by circling “Yes” or “No” and signing their names. The signatories were residents of Ashcombe Park, Avondale Avenue, Cairnfield Avenue, Kenwyn Drive, North Circular Road and The Circle.

Mr Mehta advised that he had returned from holiday on 30 September to be informed by residents that informal consultation was taking place with residents and businesses in the Dudden Hill area, regarding the proposed extension of CPZ Zone NT. He had contacted 70 per cent of local residents and had found that most were against the proposals for the following reasons: that there were no major traffic problems in the area; that 30 per cent of residents had their own driveways and would lose the freedom to park in front of their own houses; that much parking space would be lost to single and double yellow lines; and that residents did not want to pay more money to the Council, when they already paid council tax and had paid £900 each to change their driveways.

Mr Mehta went on to state that he had been involved in the regeneration of the Neasden Shopping Centre, and that there the implementation of the CPZ had improved the parking situation. However, residents felt that it was unnecessary to extend the CPZ into the proposed extension area.

RESOLVED:

that the contents of the petition be noted.

Further decisions regarding this petition appear under agenda item 6.

ii) Petition for consultation about a proposed Controlled Parking Zone (CPZ) in the Preston Road/Northwick Park area

This petition, presented by Mr M Maurice on behalf of residents of the Preston Road and South Kenton area, stated:

“We, the undersigned, would like to see the area with the boundaries of Carlton Avenue East, College Road and Longfield Avenue in HA9 be considered for consultation, ultimately to be designated a Controlled Parking Zone from Monday to Friday.”

Included within the petition were more than 50 signatures from residents of Grasmere Avenue who also wished to be considered for consultation for inclusion into the same possible CPZ as above.

Mr Maurice advised that Preston Road and Northwick Park were the only underground stations in Travelcard Zone 4 which had no parking restrictions around them. He explained that the area between these two stations had become a traffic bottleneck, and that residents were often not able to park near their homes. He added that, there were only four exits from the South Kenton and Preston Park Estate, and it could take residents up to 20 minutes to leave the area.

Mr Maurice explained that an infrastructure was already in place for Wembley Stadium event days which could easily be adapted for use as a permanent CPZ.

RESOLVED:

that the contents of the petition be noted.

Further decisions relating to this petition appear under agenda item 6.

6. **Progress Report on Controlled Parking Zones Programme**

Committee members had before them a report from the Head of Transportation on the progress of the Controlled Parking Zones (CPZs) implementation programme in Brent.

(i) Proposed extension to CPZ NT

Tim Jackson (Head of Transportation) explained that an informal consultation with residents and businesses in the Dudden Hill area had been carried out on whether they wanted to join the existing CPZ NT which operated on Monday to Friday between 8.30 am and 6.30 pm. He added that, in the majority of roads consulted, most residents had expressed opposition to the proposed extension. However, a majority of respondents in Eastleigh Close, Clifford Way and Chartley Avenue had expressed a willingness to join the CPZ. Tim Jackson informed the Committee that officers recommended adding Clifford Way to the existing CPZ and that no new controls should be introduced in the rest of the proposed extension area.

Councillor Fox, speaking in his capacity as a ward councillor for the area concerned, explained that Randall Avenue was an area with significant traffic problems, and even though the majority of respondents in that road had expressed a wish not to be included in the CPZ, implementation would improve the traffic situation in that road. He added that residents in Randall Avenue might be willing to accept a CPZ which only operated between 2.00 pm and 3.00 pm, for example, as opposed to 8.30 am to 6.30 pm. The Chair advised, however, that the Council's policy was only to introduce a CPZ in areas where the majority of residents were in favour of this.

Councillor Van Colle asked why it was proposed to include only one road, Clifford Way, in the CPZ, when the majority of respondents in Chartley Avenue had also been in favour of the extension. He also asked whether a one- or two-hour CPZ could be implemented, as had been proposed by Councillor Fox. Tim Jackson responded by explaining that Clifford Way adjoined the existing CPZ, and so it would make good operational sense to include it. He added that one- or two-hour CPZs could be implemented; however, the Council had adopted a policy of only implementing one of three sets of operational times, which were 10.00 am to 9.00 pm, 10.00 am to 3.00 pm, or 8.30 am to 6.30 pm.

RESOLVED:

that the outcome of the consultation with residents of the zone NT extension area in Neasden to introduce a controlled parking scheme as detailed in paragraphs 3.8 to

3.14 of the reports be noted, and that Clifford Way be included in the NT CPZ (subject to statutory consultation), and that the CPZ proposals in the other consulted streets not be implemented.

(ii) Preston and South Kenton area petition

Tim Jackson explained that officers recognised that there was a problem of traffic flow associated with the underground stations in the area. He further advised that there were no financial resources available in this municipal year to implement a new CPZ, although officers recommended that they should consult with residents in the immediate and surrounding areas with a view to including the area in the work programme for 2010/11.

RESOLVED:

that it be noted that officers will meet the petition organiser and other representatives from the Preston and South Kenton area to identify issues to be investigated, so that proper consideration can be given to including an informed proposal within the 2010/11 CPZ work programme.

(iii) All Souls' Avenue (section between Hardinge Road and Chamberlayne Road)

Tim Jackson explained that a petition with approximately 50 signatures had been received from residents of All Souls' Avenue, stating:

"We, the residents of All Souls' Avenue (unzoned section), state that, if a majority vote for the CPZ scheme, we will ONLY JOIN THE KH ZONE. There will not be enough parking spaces for any other alternative."

Tim Jackson advised that officers had conducted an informal consultation with residents of that part of All Souls' Avenue not currently within a CPZ about extending CPZ KH to include that part of All Souls' Avenue. The majority of respondents were supportive of the proposal. He advised the Committee that at the commencement of the consultation there had been some concern amongst residents of the existing zone, as they had felt that, by including the un-zoned area of All Souls' Avenue in CPZ KH, this would increase the pressure on parking space for residents in the rest of the CPZ. However, the results of the street surveys had shown that this was unlikely to be the case.

He noted

RESOLVED:

that the outcome of the consultation with residents and businesses of All Souls' Avenue (section), as detailed in paragraphs 3.15 to 3.21 of the report, be noted, and that that section of All Souls' Avenue be included in zone KH CPZ, subject to statutory consultation.

(iv) Programme of work 2009/10

Tim Jackson advised that it was also proposed to extend CPZ HW, and that CPZ MW was currently under review, and that officers had held an informal consultation exercise with residents in both areas. As both consultation exercises had poor response rates, which might have due in part to the recent industrial action by Royal Mail employees, it was proposed to extend the consultation periods until 27 November 2009.

The Chair asked whether Tim Jackson could give any indication of what the results of the consultation were likely to be. Tim Jackson replied that, at the moment, it seemed likely that residents of the proposed extension area of CPZ HW would be in favour of the extension, while residents of CPZ MW would not favour any change to the hours of operation.

RESOLVED:

that the Head of Transportation be authorised to consider objections and representations during the statutory consultation mentioned within the Details section of the report and that the Head of Transportation report back to members if there are substantial objections or concerns raised; otherwise he be authorised to implement the schemes.

7. Update report on the Kingsbury Road Local Safety Scheme

Peter Boddy (Team Leader, Traffic Management) introduced the report. He explained that on Kingsbury Road NW9, in the area between Valley Drive and Roe Green, there had been 18 personal injury accidents (PIAs) in the three years preceding the implementation of the Local Safety Scheme. The Scheme had not reduced the volume of traffic or improved the problems of congestion, but early indications suggested that average vehicle speed had slowed and there had been no PIAs since the scheme was implemented.

Councillor Jim Moher, in the capacity of ward councillor for the local area, explained that no consideration had been made of the effect of the Local Safety Scheme on traffic in the wider area, and he questioned whether vehicle speed had actually reduced and whether a longer period of observation were needed. He went on to say that the majority of PIAs had been minor incidents. He added that he felt that it would be useful to conduct a consultation on the traffic situation in the whole of Kingsbury, rather than simply this stretch of Kingsbury Road.

Peter Boddy replied that the consultation before the scheme was implemented had been carried out in compliance with the policy adopted by the Council in 2003. He added that observation of traffic speeds had been conducted over a seven-day period.

Councillor Detre then explained that an issue unique to Kingsbury Road was the fact that two buses from Romania parked in the road on Sunday mornings blocking local traffic, and this combined with regular events held in the park or at the Buddhist meeting hall, were preventing free traffic flow on the road. He expressed his view that the traffic controls introduced as part of the Local Safety Scheme were

making the situation worse. Councillor Van Colle asked whether it would be possible to bid for money for the area from Transport for London (TfL) in 2011/12 under the “shared space” scheme, and he agreed with the view expressed by Councillor Jim Moher that the whole area warranted re-examination.

Peter Boddy responded by advising that the Transportation Unit had conducted talks with the local residents’ association on the subject of the Romanian buses: a possible way to prevent the buses parking in the road would be the implementation of weighting restrictions, but residents were against this. He advised that Trading Standards and the Anti-Social Behaviour Unit were also investigating the buses. He added that the police could ask the buses not to obstruct the footpaths and roads.

On the subject of the events held locally, Peter Boddy advised that officers acknowledged that many events happened in a small area, and he suggested that officers could present a report on the matter to the Committee. Turning to the “shared space” scheme, he explained that TfL was already contributing £3 million to the Harlesden Town Centre regeneration scheme, and so it would be unlikely that TfL would fund two large schemes in the same borough at the same time.

Councillor Wharton explained that the Local Safety Scheme had produced the expected results, as vehicle speeds and accidents had been reduced. He went on to state that other problems in the local area also needed investigating: the traffic lights on Roe Green; the “rat running” on the Valley Farm Estate; and the vehicle and pedestrian flows around the Kingsbury Shopping Centre.

RESOLVED:

that the contents of the report be noted; and

that a report be submitted by officers to the Committee on the feasibility of bidding for funding from Transport for London under the “shared space” scheme.

8. **Date of Next Meeting**

The next meeting of the Highways Committee was scheduled to take place on Tuesday 19 January 2010.

The meeting closed at 7.46 pm.

D BROWN
Chair



Highways Committee 19th January 2010

Report from the Head of Transportation

For Action

Wards Affected:
ALL

Report on (i) progress on the 2009/10 Controlled Parking Zones programme and (ii) the proposed 2010/11 programme.

Forward Plan Ref: **E&C-09/10-27**

1.0 Summary

- 1.1 This report informs the Committee of the progress on the Controlled Parking Zones (CPZs) implementation programme in Brent, since it was last reported in November 2009.
- 1.2 The report also addresses a petition received from the traders of East Lane (near North Wembley station) requesting the introduction of short term pay and display bays outside their premises.
- 1.3 The report outlines a proposed programme of CPZ work for 2010/11 and seeks approval to progress that programme.

2.0 Summary of recommendations

- 2.1 That Committee notes the petition received from businesses on East Lane and agrees that organisers be informed of the Committee's decision to include a scheme to address the petitioners concerns in the 2010/11 work programme, subject to recommendation 2.4,
- 2.2 That the Committee notes decisions taken by the Head of Transportation in respect to the review of CPZ MW (as set out at 3.11) and CPZ HW extension (as set out at 3.17),
- 2.3 That Committee notes the consultation to be carried out with residents of the HY CPZ extension area as outlined at 3.19-3.21, and agrees to delegate authority to the Head of Transportation to consider the results of the consultation and make a decision on the implementation of the scheme.

Highways Committee
19th January 2010

8th January 2010

2.4 That Committee considers the proposed CPZ programme for the 2010/11 financial year as set out in the table at 3.22 to 3.24 and, subject to confirmation of the budget through the Council's 2010/11 budget setting process, approves implementation of that programme.

2.5 That Committee authorises the Head of Transportation to consider objections and representations during the statutory consultation on Traffic Orders relating to schemes mentioned within this report and that the Head of Transportation report back to members, if there are significant and substantial objections or concerns raised, otherwise he is authorised to implement the schemes.

3.0 Details

Petitions

East Lane, North Wembley Middlesex HA0 3NG

3.1 A petition has been received from traders on East Lane (the parade of shops adjacent to North Wembley station). The petition has been verified by Democratic Services and been confirmed to have more than the fifty signatures required.

3.2 The petition was organised by a local business and states;

"We the Traders of East Lane request your support in our petition for more parking availability along our parade of shops."

3.3 Upon receiving the petition, officers from Transportation visited the site to investigate the issues raised and meet with the main petitioner. At the meeting the main petitioner requested the Council to introduce short term pay & display parking outside the parade of shops in order to allow their customers to park for short periods.

3.4 The area of concern lies to the north of North Wembley train station as shown at Appendix F. The traders affected are the parade of shops at 191- 215 East Lane and 96-102 Sudbury Avenue. At the moment, there are existing yellow line restrictions, a bus stop and Wembley Protected Parking Scheme parking bays outside these shops.

3.5 Officers are of the view that the existing free parking spaces outside Nos. 209-213 East Lane could be converted to pay and display bays. This would encourage a more frequent turnover of kerbside parking space at this location, thus increasing the space available for customers of the shops there. They are also of the view that extra pay and display spaces can also be created outside the shops at 96-102 Sudbury Avenue.

3.6 The 2009/10 CPZ work plan is fully committed and it is therefore recommended that this proposal be included in the 2010-2011 CPZ programme described at 3.22-3.24 of this report, and implemented subject to local and statutory consultation.

- 3.7 The Committee are recommended to agree that the proposal is included within the 2010/11 CPZ work programme, and implemented subject to local and statutory consultation and that the petitioners are informed accordingly.

Detail

MW Review – information item

- 3.8 The Committee will recall that at their November 2009 meeting they delegated authority to the Head of Transportation to consider the results of consultation and make appropriate decisions in relation to a review of the MW CPZ in order that any necessary changes could be made during the 2009/10 financial year.
- 3.9 Public consultation on the review of CPZ MW was completed at the end of November 2009.
- 3.10 The Head of Transportation considered a report on the results of that consultation on 8th January 2010. That report considered changing the days and times of operation of the zone, modifying the zone boundary and making minor changes to controls.
- 3.11 There was a relatively low (19.7%) response rate to the consultation. The responses indicated significant support for reducing the days of operation of the CPZ from Monday to Saturday to Monday to Friday but no clear consensus around changing the times of operation of the CPZ. The responses indicated support (within those roads where residents were consulted on changes) for maintaining the boundaries of the CPZ as they currently are.

Having considered the results of the consultation and parking patterns and arrangements within and adjacent to the CPZ the Head of Transportation agreed to the advertising of Traffic Orders so as to:

1. change the days operation (only) of Zone MW from Monday to Saturday,(8.30 am to 6.30pm) to Monday to Friday,
2. make of minor changes to existing parking controls so as to improve parking capacity

and to the subsequent implementation of those changes subject to the consideration of any representations received.

- 3.12 The Committee is recommended to note the decisions made by the Head of Transportation in relation to MW CPZ.

Zone HW extension (Chadwick Road) - information item

Highways Committee 19 th January 2010	8 th January 2010
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- 3.13 The Committee will recall that at their November 2009 meeting they delegated authority to the Head of Transportation to consider the results of consultation and make appropriate decisions in relation to a possible extension of the HW CPZ to include Chadwick Road, in order that any necessary changes could be progressed in the 2009/10 year .
- 3.14 Public consultation into the proposal was concluded at the end of November 2009.
- 3.15 The Head of Transportation considered a report on the results of that consultation on 6th January 2010.
- 3.16 There was a relatively low response rate (19.9%) to the consultation but a clear consensus of support amongst respondents for the extension of HW CPZ to include Chadwick Road.
- 3.17 Having considered the results of the consultation and parking patterns in the vicinity of Chadwick Road the Head of Transportation agreed to the advertising of Traffic Orders so as to include Chadwick Road with CPZ HW and to the subsequent implementation of those changes subject to the consideration of any representations received.
- 3.18 The Committee is recommended to note the decision made by the Head of Transportation in relation to the extension of HW CPZ.

Proposed HY extension – Appendix A

- 3.19 Public consultation to extend the Zone HY CPZ to the remaining streets of the originally proposed extended zone will be carried out from mid January to mid February 2010. The area of the consultation is shown at Appendix A.
- 3.20 The outcome of the consultation will not be available until early March 2010 which will preclude any decisions being made by the Committee in time to progress the advertising of any Traffic Orders (and the associated expenditure) within the 2009/10 year. Preliminary indications are that parking conditions in certain roads are causing significant concern and that there is support to progress changes as soon as possible.
- 3.21 It is therefore recommended that, the Head of Transportation be delegated the authority to consider the results of the consultation and decide the implementation of the scheme such that any decisions can be progressed in the 2009/10 year.

Programme of work 2010 / 11 – Appendices B to I

- 3.22 Subject to confirmation as part of the 2010/11 budget setting process, it is anticipated that a budget of £390,000 will be available for new CPZs and CPZ reviews for the 2010/11 financial year.

Highways Committee 19 th January 2010	8 th January 2010
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- 3.23 In response to concerns raised by residents, businesses and ward members in relation to parking problems, particularly in relation to parking associated with “attractors” such as stations, shopping areas and hospitals and displacement at the peripheries of existing CPZ’s, officers have identified a programme of CPZ work for 2010/11. The programme is set out in the Table below.
- 3.24 The Committee is recommended to consider the proposed 2010/11 work programme set out in the Table below and to approve implementation of that programme, subject to confirmation of the necessary budget through the Council’s 2010/11 budget setting process

Programme of work 2010 / 11	Ward	Est'd cost (£k)
Schemes from 09/10 Zone HW & HY extension, MW changes,	Harlesden	40
New CPZ schemes (Proposals)		
Consultation, and implementation if local support is identified through consultation, on the introduction of controlled parking in the Logan Road, College Road, Carlton Avenue East, Grasmere Avenue area west of Preston Road.(appendix B)	Preston	60
Consultation, and implementation if local support is identified through consultation, on the introduction of controlled parking in the area bounded by Kenton Road, Northwick Avenue and Churchill Avenue. (appendix C)	Northwick Park	60
Consultation, and implementation if local support is identified through consultation, on the introduction of controlled parking in the area bounded by Ealing Road, Carlyon Road, Abbeydale Road and Queensbury Road. (appendix D)	Alperton	50
Consultation, and implementation if local support is identified through consultation, on the extension of CPZ ST to include District, Central, Roundtree and Saunderton Roads. (appendix E)	Sudbury	40
Consultation, and implementation if local support is identified through consultation, on the introduction of pay & display parking bays in East Lane (close to North Wembley Station) to replace the existing, free, short term bays. (appendix F)	Northwick Park	15
Consultation, and implementation if local support is identified through consultation, on the introduction of controlled parking in the area south east of Kingsbury Station (Valley Drive, Mersham Drive, Old Kenton Lane, Crundale Road etc). (appendix G)	Barnhill	30

Consultation, and implementation if local support is identified through consultation, on the extension of CPZ GA to include Anson Road and Tracey, Henson & Gardiner Avenues. (appendix H)	Mapesbury	30
Consultation, and implementation if local support is identified through consultation, on the introduction of controlled parking in the area in the vicinity of Northwick Circle, including Draycott Avenue and the Ridgeway. (appendix I)	Kenton	30
A programme of minor changes to CPZs C, E & W to reflect recent site changes and to ensure complete consistency between site conditions and Traffic Orders.	Wembley Central	35
Programme Total		390

4.0 Financial Implications

- 4.1 An allocation of £390,000 was made for the implementation of new CPZs and review of CPZs for the financial year 2009 - 10. The recommendations made in this report, insofar as they have budgetary implications, with the exception of recommendations 2.1 and 2.08 will be met from the 09/10 allocation.

It is anticipated that a budget of £390,000 will be confirmed for 2010/11 through the 2010/11 budget setting process. The Committee are recommended at 2.8 to agree to the implementation of the 2010/11 work programme (which includes a scheme to address the issues described at 3.13 to 3.14) subject to the confirmation of the budget. If that budget is not confirmed a subsequent report with a revised programme will need to be considered by the Committee at a later date.

5.0 Legal Implications

- 5.1 "Pay and display" and permit parking methods of parking control and parking prohibitions, (waiting and loading restrictions) associated with implementing the CPZs detailed, require the making of a Traffic Regulation Order under the Road Traffic Regulation Act 1984. The procedures to be adopted for making the actual Orders and any amendments thereto are set out in the Local Authorities ' Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 5.2 The procedures require a period of statutory consultation, which means the authority, must properly consider any comments and objections to the schemes. If it fails to do this the implementation of the scheme would be unlawful and it would be impossible to enforce. If the process is not carried out properly the decision could be challenged by way of judicial review with the same result.
- 5.3 Members have authorised the Head of Transportation to commence the statutory consultation process in respect of certain schemes and to consider and reject objections or representations if he thinks that they are minor or

vexatious. If following the consultation process it is considered the schemes or any of them should go ahead then the Head of Transportation is authorised to implement the schemes. This means a further report will not be brought before the Committee prior to implementation if there are no objections or only minor or vexatious objections which the Head of Transportation considers should be overruled.

6.0 Diversity Implications

6.1 All public consultation material includes an explanation of how more information about proposals can be obtained. This is written and available in several languages that are commonly spoken in the borough.

6.2 CPZs consultation takes into account the requirements of different religious organisations in the borough, in respect of parking needs for community establishments during the design of projects. However, the decision on hours, additional or shared facilities depends on the majority view of responses and may not allow for any parking for visitors to such establishments.

6.3 CPZs take into account the needs of people with disabilities through parking dispensations for blue/orange badge holders in parking places, which allow parking without charge or restriction on the length of stay and through the provision of disabled persons parking places, in order to assist the mobility impaired. The control of on street parking also allows greater access to crossing points and at road junctions by preventing obstruction at these locations in order to assist pedestrians particularly the blind or visually handicapped.

7.0 Staffing/Accommodation Implications

There are no significant staffing or accommodation implications arising from the issues set out in this report.

8.0 Environmental Implications

8.1 The implementation of CPZ schemes is in line with Government guidelines and policy relating to integrated transport policy and road traffic restraint. The CPZ will enhance the local environment by removing commuter parking and the wider environment by discouraging certain car journeys.

Background Papers

L.B. Brent Parking Strategy (2002)

A New Deal for Transport: Better for Everyone (DETR)

Traffic Management and Parking Guidance for London (GOL)

Any person wishing to inspect the above papers should contact Transportation Service Unit, Brent House, 349 High Road, Wembley, Middlesex HA9 6BZ, Telephone: 020 8937 5124

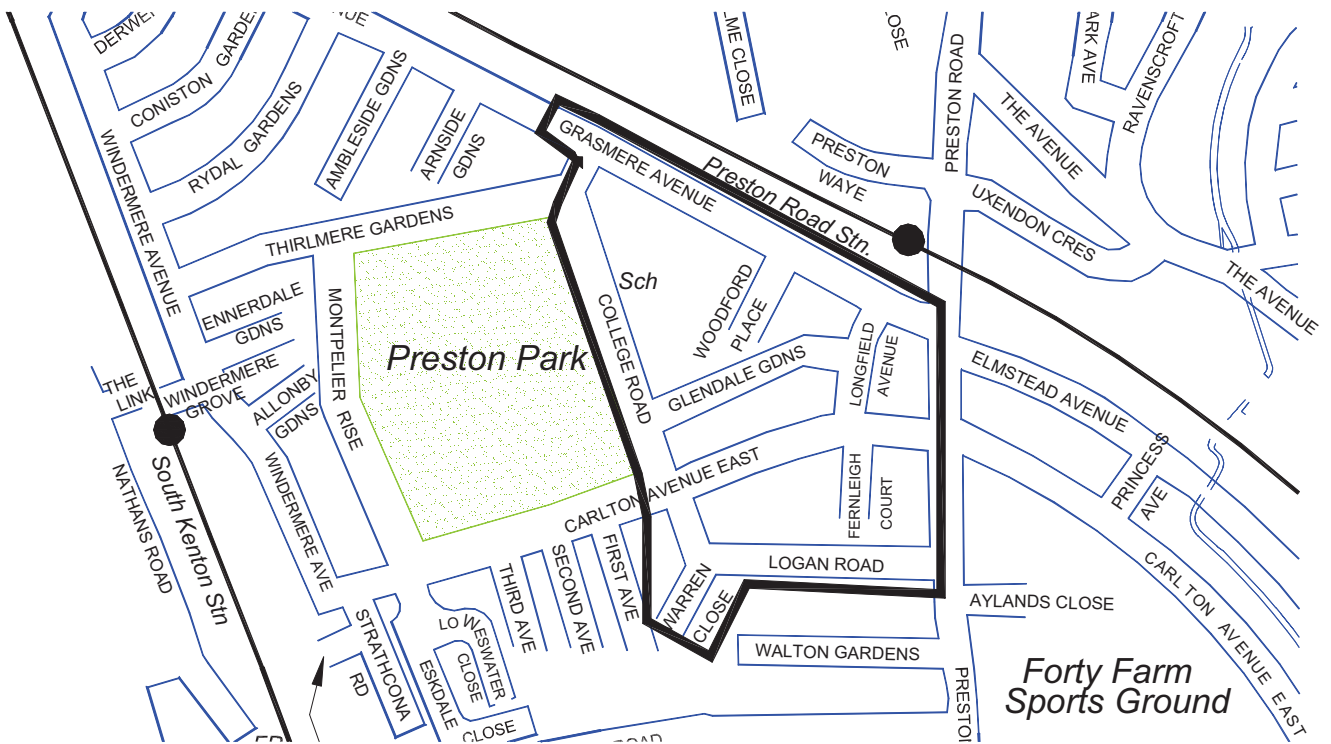
Contact Officers

Highways Committee 19 th January 2010	8 th January 2010
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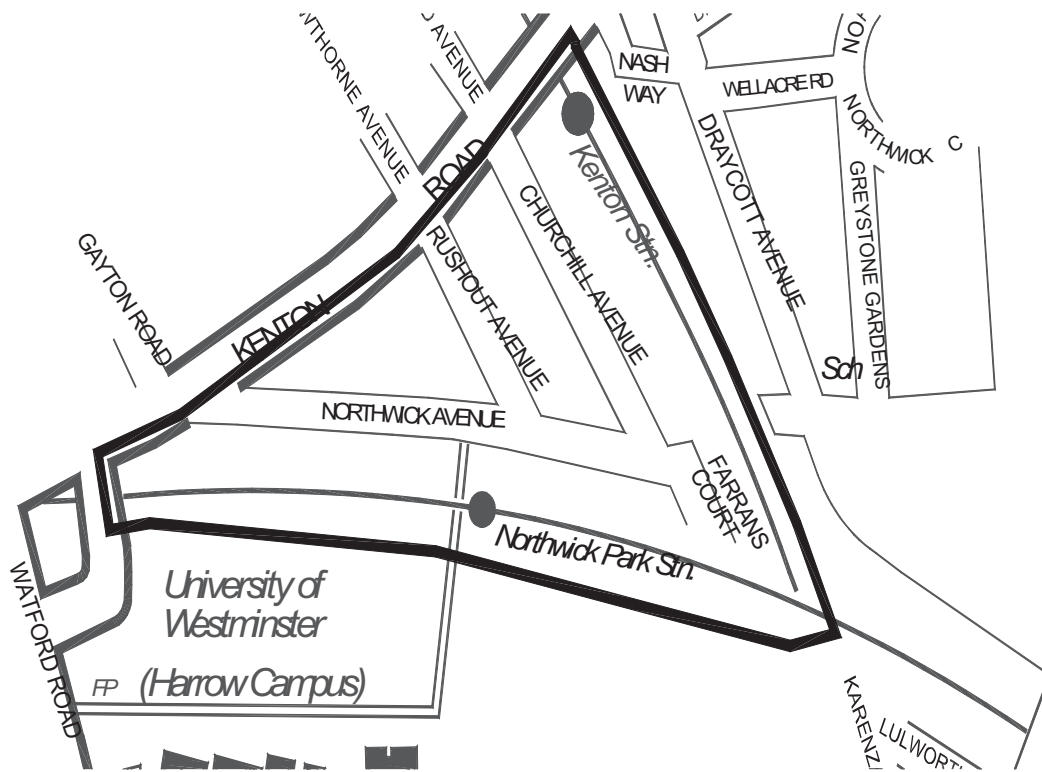
Tim Jackson, Head of Transportation – 020 8937 5151
Hossein AmirHosseini, Acting Team Leader – Parking, 020 8937 5188

Highways Committee 19 th January 2010	8 th January 2010
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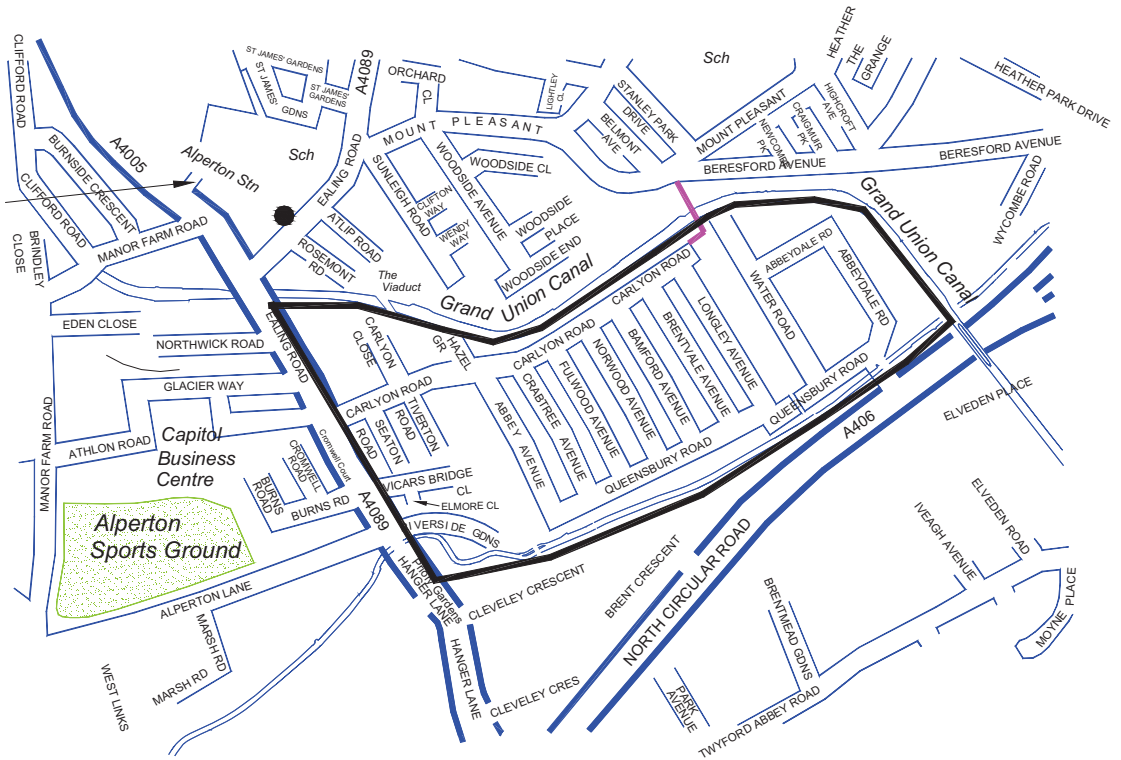
Appendix B



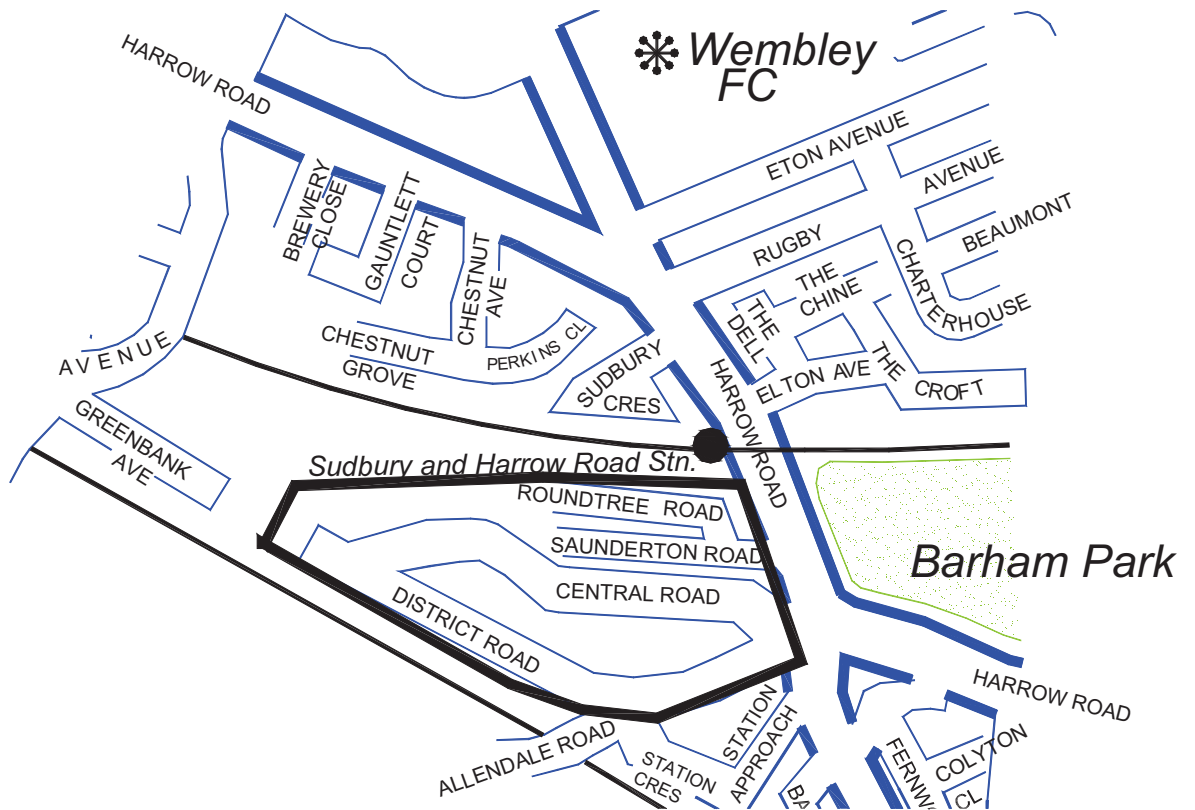
Appendix C



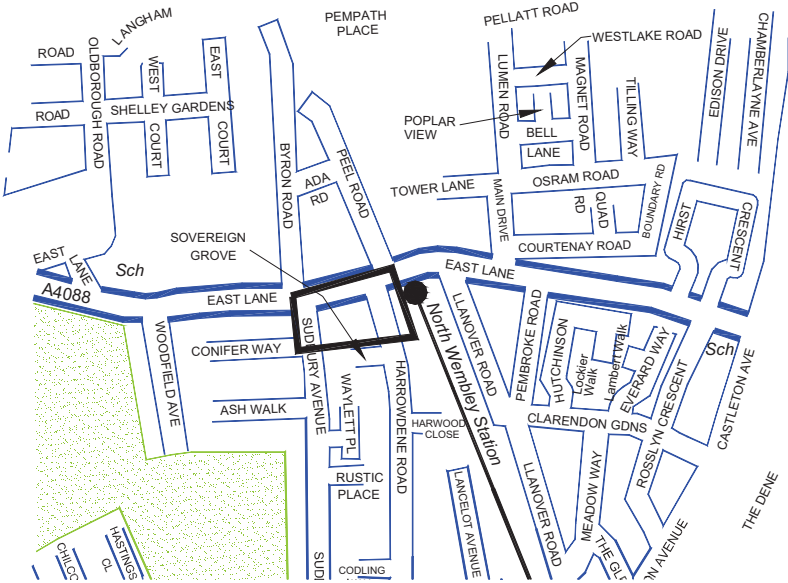
Appendix D



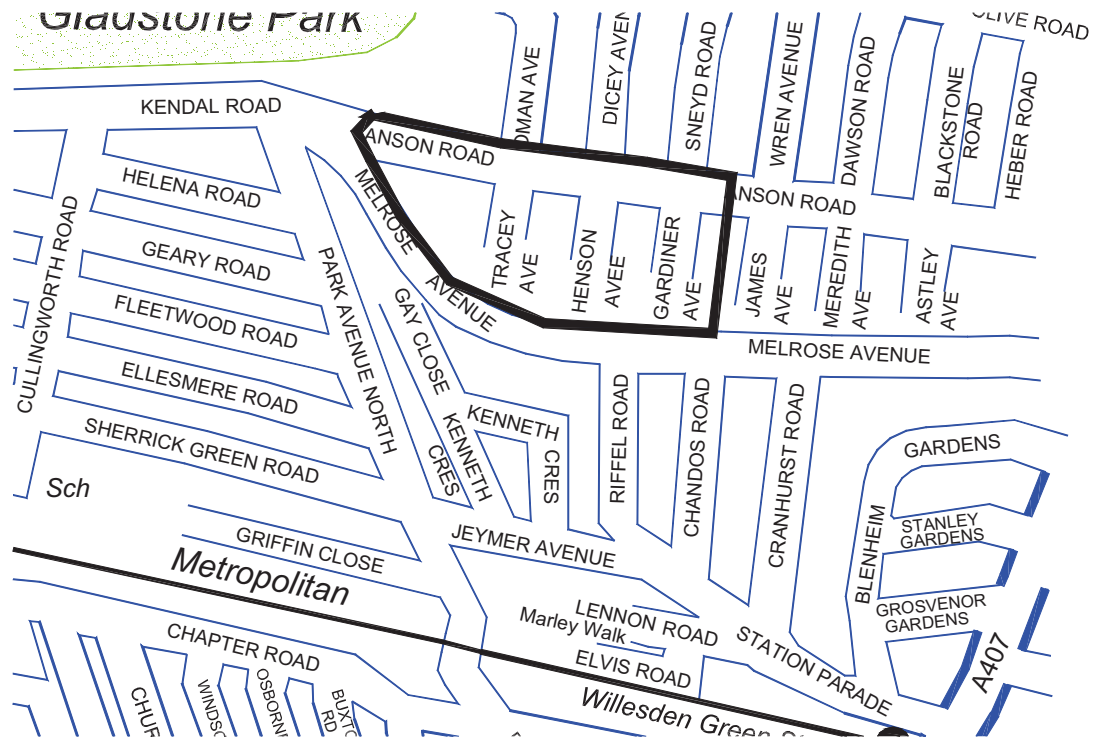
Appendix E



Appendix F



Appendix H



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Highways Committee 19th January 2010

Report from the Director of Policy & Regeneration

For Action

Wards Affected:
ALL

Tubbs Road Councillor Call for Action – recommendations from the Overview and Scrutiny Committee

1.0 Summary

1.1 At its meeting on 8th December 2009, the Overview and Scrutiny Committee considered the councillor call for action (CCfA) submitted by Councillor James Powney in relation to the traffic issues at Tubbs Road, Kensal Green Ward. Details of the CCfA are included as an appendix to this report.

1.2 The councillor call for action was made to the Overview and Scrutiny Committee because Councillor Powney wanted members to consider recommending solutions that would:

- Reduce traffic congestion, in what is a narrow, largely residential street.
- Reduce the air pollution, associated with the large volume of traffic.
- Allay concerns about road safety.

1.3 Full details of the discussion at the committee meeting, plus a previous site visit to Tubbs Road are included in this report. The Overview and Scrutiny Committee agrees with Councillor Powney and local residents that the council should see if measures can be taken to reduce traffic congestion in Tubbs Road, but also appreciates there is not a straightforward solution to the traffic problems in the area. The committee has made a number of recommendations on this issue which it hopes will be given full consideration by the Highways Committee. Of upmost importance to the Overview and Scrutiny Committee is that residents are involved in developing solutions to the traffic issues in the area.

2.0 Recommendations

2.1 The Highways Committee considers the recommendations of the Overview and Scrutiny Committee set out in paragraph 3.10.

3.0 Detail

3.1 At its meeting on 8th December 2009, the Overview and Scrutiny Committee considered the councillor call for action (CCfA) submitted by Councillor James Powney in relation to the traffic issues at Tubbs Road, Kensal Green Ward. Details of the CCfA are included as an appendix to this report.

3.2 The councillor call for action was made to the Overview and Scrutiny Committee because Councillor Powney wanted members to consider solutions to:

- The traffic congestion, in what is a narrow, largely residential street.
- The air pollution, associated with the large volume of traffic.
- Concerns about road safety.

3.3 Tubbs Road is a narrow, largely residential street that links High Street Harlesden and Old Oak Lane. Most of the road is one way (east to west) apart from a short stretch at the western end where traffic flows in both directions. Traffic going east on Tubbs Road continues up Nightingale Road to High Street Harlesden. Nightingale Road is also a one way road, west to east. A map of the area is included as an appendix to this report.

3.4 Members will note from the map that Tubbs Road is an A road (the A4002). This is an historical designation. The reality is that unlike most other A roads, Tubbs Road is a narrow residential street and not suitable to be a major traffic carrying road. However, electronic maps and satellite navigation systems do not recognise this and so people unfamiliar with the area could assume it is a significant part of the road network. As a result of the road's status, funding for road maintenance and traffic calming measures comes from TfL rather than the local authority.

3.5 There are two current funding bids in place for environmental improvements in the Harlesden area. A bid has been worked up under the "Streets for People" Scheme to improve the environment of Harlesden Town Centre. At present Tubbs Road is not included in this scheme, although the second scheme is for improvements to pedestrian facilities at the western end of Tubbs Road.

3.6 Members of the Overview and Scrutiny Committee carried out a site visit to Tubbs Road to see the scale of the problems for themselves. The visit took place on Tuesday 24th November at 8.30am. It was deliberately scheduled during rush hour so the situation could be observed at a busy time of day. Councillors Lesley Jones, Bobby Thomas, James Powney and Bertha Joseph attended the site visit, along with Tim Jackson, Director of Transportation, Andrew Davies, Policy and Performance Officer and two local residents. The main observations were:

- Significant numbers of cars were turning right from Furness Road on to High Street Harlesden and then left into Tubbs Road, suggesting that the route is being used as a cut through towards the A40, avoiding the Harlesden one-way system.
- Vehicles are regularly getting stuck at the point in Tubbs Road where it narrows to only allow vehicles less than 6'-6" to pass. The group saw one lorry having to turn around at this point and a number of vans struggling to get through the traffic calming measures. Lorries approaching Old Oak Lane from Tubbs Road have to turn up into Nightingale Road where the road narrows,

because they are not able to get through to narrowest point in Tubbs Road. The street furniture at the road narrowing was damaged where it had been hit by vehicles. This can be seen in the photographs taken on the day (which will be available at the committee meeting).

- Congestion rather than speed appeared to be the main issue. The traffic was building up at the junction between Tubbs Road and Old Oak Lane. Most of the traffic observed on the visit was turning left towards the A40 at Old Oak Lane, rather than right towards Harlesden.
- The idea of stopping left turns at the junction of Tubbs Road and Old Oak Lane may not be workable in practice. People may still turn left, illegally, and it would also be problematic for residents who wanted to turn left when they came out of the street. They would be forced to make a detour through the Harlesden one-way system.
- The Transportation Unit has made a bid to TfL to improve pedestrian facilities at the junction of Tubbs Road and Old Oak Lane. Although safety would be improved for pedestrians, congestion could increase if a Pelican crossing was introduced as traffic would be held in Tubbs Road for longer than is the case at the moment. A second bid has been made to improve the public realm in Harlesden which could have an impact on the road layout.
- Whatever is done to improve traffic congestion in Tubbs Road and Nightingale Road (the neighbouring street) it could have a knock on effect in the surrounding area. Careful thought will have to be made to any possible solutions.

3.7 Councillor Powney and local residents made representations to the Overview and Scrutiny Committee on the 8th December. There were a number of issues that they wanted to the council to consider in order to improve the local environment at Tubbs Road. Their suggestions included:

- Tubbs Road should be downgraded from an A road to a B road.
- Right hand turns from Furness Road into High Street Harlesden should be prevented to stop people then turning left into Tubbs Road to use it as a cut through to the A40. Traffic should instead be directed to the A40 via Scrubs Lane.
- They would like drivers to be stopped from turning left into Old Oak Lane / Station Road from Tubbs Road, which would take away one of the incentives to use it as a cut through.
- Right turns into Tubbs Road from Station Road should be prevented to stop traffic using Tubbs Road / Nightingale Road as a cut through to High St Harlesden.
- Road signs in the area should be reviewed to improve signage to the A40 via Scrubs Lane and better inform drivers that Tubbs Road has width restriction barriers in place.
- Width restrictions should be placed at the eastern end of Tubbs Road to stop larger vehicles, especially lorries, from entering the road. Lorries turning around at the width restriction barriers at the western end of Tubbs Road adds to the congestion.
- Pedestrian crossings shouldn't be put in place at the western end of Tubbs Road because this will increase traffic congestion in the area.
- Residents should be asked their views on traffic calming schemes for Tubbs Road so that the council is clear as to what would and would not be acceptable to them.

3.8 The committee also heard from Tim Jackson, Director of Transportation at Brent Council. He acknowledged the heavy volumes of traffic using Tubbs Road, as

demonstrated by traffic surveys that have been carried out in the street. However, he did have concerns about the suggestions put forward by residents and Councillor Powney. Transport for London (who weren't represented at the scrutiny committee) may have objections to any traffic schemes that have a significant knock on effect on roads that carry buses, such as High Street Harlesden. The emergency services may also have objections to banning turns into and out of Tubbs Road as this could limit their access. The committee was told that consultation hadn't been carried out with residents on traffic reduction schemes because the council did not want to unrealistically raise residents hopes that a solution to the traffic congestion at Tubbs Road could be found. Finally, Transportation Officers have to consider how work on one part of the road network will affect other streets, particularly residential streets and ensure that there isn't a significant increase in traffic congestion on other parts of the road network.

3.9 The committee considered the points made by the residents and Tim Jackson and discussed the situation at Tubbs Road. Although possible solutions to the traffic congestion in the road are complicated by the street's position in the road network the committee felt on balance that the council should look at possible ways to improve the local environment and at the very least, carry out some further work to see whether any of the resident's ideas could be implemented.

3.10 The Overview and Scrutiny Committee made the following recommendations for consideration by the Highways Committee:

(i). The Highways Committee agrees that

(a). Officers in the council's Transportation Unit consult residents of Tubbs Road and Nightingale Road and local councillors to find out what traffic calming solutions would be acceptable to them in order to reduce the volume of traffic using both streets.

The point was made at the Overview and Scrutiny Committee that the residents of Tubbs Road and Nightingale Road have never been formally asked what solutions they would like in order to reduce traffic congestion in the area. The opinions of a small number of residents are known and they are in favour of radical solutions such as preventing left turns out of Tubbs Road to reduce the amount of traffic using it as a cut through to the A40. The committee would like all residents to be asked for their views on the range of solutions put forward at the Overview and Scrutiny Committee to see if there is support for one or more of the ideas suggested.

(b). Road signs in the area should be reviewed so it is clear to drivers that Tubbs Road has width restrictions and should not be accessed by vehicles wider than 6ft 6inches. Additional signs to this effect should be erected at the junction of Tubbs Road and High Street Harlesden and Tubbs Road and Old Oak Lane if necessary.

(c). Road signs should be erected on High Street Harlesden that clearly directs traffic to the A40 via the Harlesden one-way system (A404 and A4000). Likewise, signs should be erected on Furness Road that direct traffic to the A40 via Scrubs Lane (A219).

(d). The traffic lights at the western end of Tubbs Road should be re-phased so that traffic does not build up beyond the width restrictors in Tubbs Road to ease traffic congestion in the street.

(e). Satellite navigation companies and internet mapping organisations should be contacted by officers in the Transportation Department to see if the narrow, residential nature of Tubbs Road can be shown clearly on their maps, and that it isn't depicted as a major through route, as is currently the case.

(f). Officers should consider the feasibility of:

- Preventing rights turns out of Furness Road into High Street Harlesden, which drivers appear to be using as a route to Tubbs Road to cut through to the A40. Instead traffic should be directed to the A40 via Scrubs Lane.
- Preventing left turns out of Tubbs Road into Old Oak Lane, again to reduce the number of cars using Tubbs Road by stopping the direct cut through towards the A40.

(ii). That in noting that the Harlesden Town Centre's "Streets for People" scheme is being prepared, that the Highways Committee is requested to consider within the scheme's scope the traffic management issues for local roads, including Tubbs Road and Nightingale Road.

3.11 The Overview and Scrutiny Committee will follow up these recommendations within 6 months, assuming they are agreed by the Highways Committee.

4.0 Comments from Director of Transportation with Financial Implications

4.1 It is difficult to provide an estimate of the cost of complying with the recommendations set out in 3.10 with any degree of confidence because a number of the recommendations are for officers to undertake reviews which may or may not subsequently lead into further works. There is no specific budget available for undertaking any of the recommendations.

4.2 Generally projects to introduce new, or amend existing, traffic management arrangements are funded from the Council's annual (Local Implementation Plan - LIP) allocation from Transport for London (TfL). There is no budget within the Council's 2010/11 TfL/LIP allocation to progress any of the recommendations set out in 3.10(i) above.

4.3 Notwithstanding the above the estimated costs of implementing the recommendations set out in 3.10 are as follows:

	Recommendation	Estimated cost	Comment
(a)	Consult residents on a range of options.	£4-5k	Cost will vary with number of options and extent of consultation area. Estimate excludes the cost of subsequently implementing any desired measures
(b)	Review & upgrade width restriction signage	£2-3k	Extent of new signage (& hence cost depends on outcome of review)
(c)	Review & upgrade directional signage (to A40)	£4-5k	Extent of new signage (& hence cost depends on

			outcome of review)
(d)	Re-phase traffic signals at Tubbs Road/Station road junction.	£1k	Traffic signals phasing is the responsibility of TfL and so this may not be deliverable. Estimate covers officer liaison only
(e)	Liaise with Satellite Navigation companies and others to locate width restriction on mapping systems	Nil	Officer liaison required only
(f)	Investigate feasibility of introducing banned turns at Furness Road and Tubbs Road	Not possible to estimate	Cost will vary with extent and complexity of any traffic modelling & surveys that TfL may require to support this.
3.10(ii)	Including Tubbs Road & Nightingale Road traffic issues within the scope of Harlesden "Streets for people" area based scheme"	None	The scope of the Harlesden scheme can be widened to cover Tubbs Road issues. All costs would be met by the (TfL funded) scheme budget – although there would be no certainty that the Harlesden scheme would result in any particular actions for Tubbs Road.

5.0 Legal Implications

5.1 Some elements of the recommendations of the Overview and Scrutiny Committee would require the making of traffic regulation orders under the Road Traffic Regulations Act 1984. The procedures to be adopted for making the orders are set out in the Local Authority Traffic Order (Procedures) (England and Wales) Regulations 1996.

6.0 Diversity Implications

6.1 None

7.0 Staffing/Accommodation Implications (if appropriate)

7.1 None

Background Papers

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Appendix 1

Councillor Call for Action Referral Form

This form is for use by councillors who wish to refer a local government matter or a local crime and disorder matter (please refer to the CCfA protocol) to an overview and scrutiny committee for consideration. The completed form should be sent to the Local Democracy Team in the Policy and Regeneration Unit. Contact details are at the end of the form.

1. Councillor: [Cllr James Powney](#)

2. Ward: [Kensal Green](#)

3. Please provide a brief description of issue / problem and what you think an overview & scrutiny committee could do to help resolve it. This should include details of any deputations made by local residents and consultations that have taken place:

[The problem is the very large volume of vehicles going down Tubbs Road in Kensal Green, a narrow residential street. It is reported to be the slowest A-road in Britain. This creates air pollution and a feeling of lack of safety in the road.](#)

[A local residents' association \(The Junction Association\) has raised this matter with Cllr Thomas and me repeatedly. We have had meetings with Phil Rankmore and another member of the Transport department.](#)

[The essential problem is that this residential road is used as a cut-through for people who want to avoid Scrubs Lane and the High Street, but wish to get to Old Oak Lane. The two solutions that I think would be useful would be signage to stop people coming down Tubbs Road and turning left into Old Oak Lane and a downgrading of the Road from an A-road to a B road.](#)

[I hope downgrading the road would help it to be seen by transport planners as the minor road it actually is, rather than part of a strategic transport network. This needs to be done by a representation from Brent Council to the Secretary of State.](#)


5. Please outline the steps you have taken to resolve the issue / problem. This should include:

- Work undertaken via Neighbourhood Working.
- Contact with and responses from services / partner agencies.
- Discussions with other councillors in your ward
- Investigations under the council's corporate complaints process.
- Any other information / evidence that will help the committee make a decision.

I have been in contact with the Brent Council transport department as mentioned above. This is not a matter susceptible to Neighbourhood Working or the corporate complaints service. Through Navin Shah, I have also contacted TfL, who say they have received no representations from Brent Council on the subject.

TfL have confirmed that the speeds on the road are very slow. The results of a speed survey in May 2007 were (average link speeds for Tubbs Road from junction with High Street Harlesden to junction with Old Oak Lane):

- 12.0 mph in the AM Peak (7 to 10am)
- 9.4 mph in the Inter Peak (10am to 4pm)
- 8.2 mph in the PM Peak (4pm to 7pm)

	<p style="text-align: center;">Highways Committee 19th January 2010</p> <p style="text-align: center;">Report from the Head of Transportation</p>
For Action	Wards Affected: ALL
<p style="text-align: center;">Transportation Local Implementation Plan – Transport for London Capital Allocation 2010-2011</p>	

Forward Plan Ref: **E&C: 09/10-29**

1.0 SUMMARY

- 1.1 The predominant source of funding for schemes and initiatives to improve transport infrastructure and influence travel patterns in Brent is the annual Local Implementation Plan (LIP) allocation from Transport for London (TfL).
- 1.2 This report outlines recent changes to the arrangements for making that allocation, provides details of the LIP allocation and scheme programme for 2010/11 recently confirmed by TfL and seeks approval to implement the schemes and initiatives within that programme.

2.0 RECOMMENDATIONS

- 2.1 That the Committee notes the TfL capital (LIP) allocation of £4,225,000 for the 2010/11 financial year.
- 2.2 That the Committee instructs the Head of Transportation - subject to compliance with the Council's contract standing orders and financial regulations - to implement the schemes and initiatives set out in this report and ensure their delivery using the allocated budget and resources.
- 2.3 That the Committee authorises the Head of Transportation to undertake any necessary non-statutory and statutory consultation, to consider any objections or representations and to implement the necessary Traffic Management Orders if there are no objections or representations, or if he considers the objections or

representations are groundless or insignificant and otherwise to refer objections or representations to the Committee for further consideration.

3.0 DETAIL

- 3.1 Following dialogue between TfL, London Council's and the London Boroughs the arrangements for allocating the annual LIP allocation to Boroughs have been changed so as to increase transparency and flexibility, reduce bureaucracy, and to increase the opportunity for Boroughs to take a more holistic approach to scheme development and implementation.

These changes were introduced during 2009 and will apply for the 2010/11 year and beyond.

Following the submission of Brent's annual application in September 2009, TfL confirmed, on 11th December 2009, an allocation of £4,225,000 for 2010/11.

- 3.2 The changes in arrangements have seen a consolidation (from 23 to 6) of the number of programmes within the annual allocation and the application of a formula based approach for 3 of the 6 programmes. The three formula-based programmes are 'Neighbourhoods', 'Corridors' and 'Smarter Travel'. The three other (non-formulaic) programmes are 'Maintenance' and 'Area Based Schemes' and "Local Transport Funding".
- 3.3 The types of schemes and initiatives to be developed and implemented within the 'Neighbourhoods', 'Corridors' and 'Smarter Travel' programmes are described in 3.7 to 3.10 of this report.

"Maintenance" comprises the structural maintenance of principal (main) roads and bridges. As in previous years, carriageway condition surveys continue to be used by TfL to make allocations for highways maintenance, whilst bridge allocations are made through an established (LOBEG) prioritisation process.

"Area Based Schemes" sit slightly outside of the annual funding application process and is a mechanism for developing and implementing larger public realm improvement schemes.

"Local Transport Funding" forms the 6th funding heading and provides Boroughs with a, relatively modest, element of funding to utilise at their own discretion.

The funding for each of the three formula-based programmes is fixed for the next three financial years, which provides Boroughs with certainty as to minimum TfL funding levels - a move which has been welcomed.

- 3.4 The funding allocation is to be used to support the sustainable management and improvement of the borough's transport network, and to influence travel decisions, in accordance with the Council's approved LIP policies and to support the overarching policies and objectives set by the Greater London Authority/TfL London and in support of both the existing Mayoral Transport Strategy and the emerging (draft) new Mayoral Transport Strategy.
- 3.5 The 2010/11 allocation represents an excellent allocation in comparison with the London average and continues to maintain Brent Council's position as one of the top-third LIP funded London Boroughs (as has been the case since 1999).
- 3.6 A breakdown of the funding allocation by each of the programme headings is set out in Table 1.

Table 1: Summary of Brent Council's 2010-2011 TfL LIP funding allocation.

Programme	Pan-London allocation (£m)	Allocation to Brent (£m)
Maintenance	22.3	0.622
Corridors	50	1,574
Neighbourhoods	35.1	1,148
Smarter Travel	12.5	0.406
Area Based Schemes	24	0.375
Local Transport Funding	3.3	0.100
Total	155	4,225

Early in 2009, Boroughs were provided details of the likely allocation for 2010/11 for each of the 3 formula based programmes. Boroughs were advised that they would be able to vire a small proportion of the allocations between the 3 programmes in order that significant variations between 09/10 and 10/11 allocations could be "smoothed" and so that local variations in need could be taken into account.

Table 2 provides a full programme of the schemes, initiatives and allocations recently approved by TfL against each of the 6 programme headings for 2010/11.

The narrative below explains the type of interventions that are funded through the various programmes/headings.

- 3.7 **CORRIDORS (C):** Corridor interventions are expected to facilitate the delivery of local safety schemes and bus priority measures, address London Cycle Network gaps, as well as to deliver other local cycling and walking related improvements and bus stop accessibility measures along discrete highway corridors. The original TfL (formula based) indicative allocation was £1,574,000. In consultation with TfL, officers exercised the flexibility the new arrangements introduced and increased the size of the programme and the proposed allocation funding for corridors to **£1,821,000**. This allocation better meets Brent's needs and delivery mechanisms for the package of local implementation plan supporting measures and has been confirmed as the Corridor programme allocation for 2010/11 by TfL.

- 3.9 **NEIGHBOURHOODS (N):** Neighbourhood interventions are expected to facilitate the delivery of 20mph zones, address freight issues, support regeneration aspirations, include environmental and accessibility components and address localised parking problems in discrete areas or neighbourhoods. The original TfL (formula based) allocation was £1,148,000. Again officers have used the flexibility afforded as part of the new process to identify a neighbourhoods programme totalling **£932,000** and this sum has now been allocated by TfL.
- 3.10 **SMARTER TRAVEL (S):** Smarter Travel interventions facilitate the delivery of School Travel Plans, Workplace Travel Plans, Travel Awareness, Cycle Training and Education, Training & Publicity Programmes. The original TfL (formula based) allocation for Smarter Travel was £406,000. Again, officers have utilised the flexibility afforded by the new arrangements to identify a programme of Smarter Travel initiatives totalling **£375,000** for 2010/11 and this sum now has been allocated by TfL.
- 3.11 **AREA BASED SCHEMES (ABS):** Area Based Schemes (ABS) covers Town Centres, Streets for People and Station Access projects. ABS is somewhat detached from the LIP funding application process in that a 'Step 1' application can be submitted to TfL at any time of the year. There is more flexibility to span allocations in respect of ABS allocations across a number of financial years, reflecting the fact that they are usually larger projects/schemes. In Brent, for 2010/11, AB Schemes will focus on improving accessibility to railway stations, namely, Brondesbury.

Longer term, officers will progress a scheme for Harlesden town centre through the ABS 'Step 2' process as part of this LIP funding allocation, with a view to TfL funding a 'Step 3' ABS initiative for the town centre which would see implementation commencing in 2012. Community engagement specialists have been appointed to work alongside the local community as part of the first stage of this initiative.

- 3.12 **LOCAL TRANSPORT FUNDING (LTF):** Local Transport Funding is a relatively small allocation provided to each Borough to use as they see fit – as long as it is used on transport interventions that support the Mayor's Transport strategy and the Borough's LIP. Each Borough has been provided the same allocation of £100k.

It is envisaged that this allocation could be used to "pump prime" projects (undertake feasibility work for example) that could not normally be funded through the other programmes. Officers will identify 3 or 4 suitable projects or initiatives that could be progressed during 2010/11 over the next 6 months.

- 3.13 **Table 2** presents the interventions/schemes Brent has received confirmation of funding for in 2010/11, along with the type of scheme and associated cost. The last column indicates the ward(s) within which the proposed intervention lies.

Table 2: Detailed breakdown of Brent's Transport for London - Local Implementation Plan - funded transportation interventions, 2010-2011.

Scheme ref/title	Scheme type	Scheme cost	Wards affected
R-1 A4089 Ealing Road (Bridgewater Road to Mount Pleasant)	Road Maintenance	£272,000	Alperton
R-2 A404 Watford Road from Nos 28 to Nos 74	Road Maintenance	£93,000	Northwick Park
R-3 A4089 Ealing Road(Glacier Way to Bridgewater Road)	Road Maintenance	£81,000	Alperton
R-4 A4006 Kingsbury Road (from Church Lane to Roe Green)	Road Maintenance	£114,000	Fryent
R-5 A4089 Bridge Road (approach to Forty Lane)	Road Maintenance	£55,000	Wembley Central/Barnhill
Residual sum to be allocated	Road Maintenance	£7,000	tbc
Sub-total for (R)		£622,000	
C-1 Willesden Green Corridor	Corridor	£282,000	Willesden Green
C-2 Harlesden Town Centre	Corridor	£150,000	Harlesden
C-3 Harrow Road	Corridor	£300,000	Wembley Central/Tokynghon
C-4 Drury Way-Gt.Central Way	Corridor	£70,000	Stonebridge
C-5 Church Lane-Tudor Gardens	Corridor	£130,000	Barnhill/Welsh Harp/Fryent
C-6 Blackbird Hill-Neasden Lane-Tanfield Gardens	Corridor	£140,000	Barnhill/Welsh Harp/Dudden Hill
C-7 Chamberlayne Road	Corridor	£60,000	Queens Park/Brondesbury Park
C-8 East Lane	Corridor	£110,000	Preston/Northwick Park
C-9 Ealing Road-High Road Wembley	Corridor	£30,000	Wembley Central/Alperton
C-10 Park Lane-Wembley Park Drive	Corridor	£115,000	Preston/Wembley Central
C-11 Forty Lane-Bridge Road-Empire Way-Wembley Hill Road (design)	Corridor	£10,000	Tokynghon/Barnhill
C-12 Cricklewood Broadway	Corridor	£168,000	Mapesbury
C-13 Tanfield Avenue-Oxgate Lane	Corridor	£150,000	Dollis Hill
C-14 Fryent Way	Corridor	£15,000	Barnhill
C-15 Bus Stop Accessibility	Corridor	£76,000	Borough-wide
C-16 Review of Brent Corridors	Corridor	£15,000	Borough-wide
Sub-total for (C)		£1,821,000	
N-1 Lydford Road	Neighbourhood	£285,000	Willesden Green/Mapesbury
N-2 Brondesbury Area	Neighbourhood	£170,000	Kilburn
N-3 Lyon Park Avenue	Neighbourhood	£245,000	Alperton
N-4 Cairnfield Area (design & consult)	Neighbourhood	£60,000	Dudden Hill
N-5 Mora/Temple Road (design & consult)	Neighbourhood	£25,000	Mapesbury
N-6 Car Clubs & Electric Vehicles	Neighbourhood	£45,000	Borough-wide
N-7 Brent Freight Quality Partnership	Neighbourhood	£30,000	Borough-wide

N-8 Environmental Health (air quality improvements) schemes	Neighbourhood	£12,000	Borough-wide
N-9 Borough-wide waiting/loading review	Neighbourhood	£30,000	Borough-wide
N-10 Kensal Rise urban realm scheme (conceptual design)	Neighbourhood	£15,000	Queens Park
N-11 Sudbury & Harrow Rd, urban realm scheme (conceptual design)	Neighbourhood	£15,000	Sudbury
Sub-total for (N)		£932,000	
S-1 School Travel Plans (engineering measures)	Smarter Travel	£170,000	Wembley, Preston and Fryent
S-2 Travel Awareness Programme - school travel plans	Smarter Travel	£27,000	Borough-wide
S-3 Travel Awareness - other	Smarter Travel	£25,000	Borough-wide
S-4 Engineering, training & publicity programme	Smarter Travel	£40,000	Borough-wide
S-5 Cycle training programme	Smarter Travel	£60,000	Borough-wide
S-6 WestTrans 'smarter travel' programme	Smarter Travel	£18,000	Borough-wide
S-7 Workplace Travel Plans	Smarter Travel	£10,000	Borough-wide
S-8 School Buses Escort Programme	Smarter Travel	£25,000	Borough-wide
Sub-total for (S)		£375,000	
ABS-1	Area Based Scheme	£375,000	Brondesbury Park
LTF-1	Local Transport Funding	£100,000	Borough-wide / t.b.c
TOTAL FOR ALL INTERVENTIONS		£4,225,000	

3.14 Consultation.

Consultation (public and statutory) will be undertaken, as has been the case in previous years, on schemes involving the implementation of new measures (traffic calming, accident reduction measures etc) on the road network.

In that schemes within the neighbourhoods and corridors programmes are likely to involve a more holistic approach (ie a scheme may involve an accident reduction element together with bus and/or cycle priority elements whereas previously schemes generally dealt with each element in isolation) it will be important to present consultation material that details the “whole picture”. It will also be important to explain that, whilst the new approach allows a much more holistic treatment of neighbourhoods and corridors, there will be limitations as to the scope of work that can be undertaken within schemes with in each of the programmes.

As in previous years, maintenance schemes will not be the subject of local consultation although residents and businesses will be involved in the development

of working arrangements, the various notification arrangements will be undertaken and a comprehensive communications plan will be developed and utilised.

3.15 Methodology.

In summer 2009, TfL issued a document titled "LIP Funding Guidance 2010-2011 Transition Year".

Officers used this document to identify the interventions/schemes and associated costs that were submitted to TfL for consideration in September 2009. The submission was based on the following criteria:

- Previously committed (multi-year funded) projects;
- Neighbourhoods or corridors with a disproportionately high (36 month) record of road collision statistics resulting in deaths, serious and minor injuries, using data supplied by the Metropolitan Police;
- 'Network gaps', predominantly in the local cycling and bus networks.

The submission was also informed by recorded complaints, suggestions and concerns received from members, residents and businesses.

This methodology is consistent with TfL thinking and guidance and supportive of their aspirations. It is consistent with the policies and practices set out within the current LIP and is a justifiable and rational approach to sound transport planning methodology that will continue to develop Brent as a safer and more sustainable borough within which to live, work or visit.

3.16 In Summary.

The 2010-2011 Annual Local Implementation Plan (LIP) Funding Application was submitted to TfL, following consultation with the Lead Member for Highways and Transportation, in September 2009.

3.17 In deciding how to allocate funding for LIP proposals, TfL, in consultation with London Councils and the London Boroughs have used a formula based approach for three of the six revised LIP funding application headings.

3.18 TfL have confirmed an allocation, for 2010/11, of £4,225,000 to implement the schemes and initiatives, within the 6 TfL programme areas, shown in Table 2.

The Committee is asked to authorise the Head of Transportation to commence design, consultation and implementation of the schemes and initiatives as shown in the programme in Table 2. Subject to compliance with the Council's standing orders and financial regulations, this Committee is recommended to instruct the Head of Transportation to prioritise the implementation of the programme and to deliver within the financial year 2010/11.

3.19 It is also recommended that authorisation to consider objections to statutory consultation and implementing schemes be delegated to the Head of Transportation. Any objections to the schemes received as a result of non-statutory or statutory consultations would then be given full consideration by the Head of Transportation and reported back to the Committee if the Head of Transportation considers it is appropriate.

4.0 FINANCIAL IMPLICATIONS

4.1 TfL has allocated Brent the amount of £4,225,000 (to the nearest one-hundred thousand pounds) against specific approved programmes, as agreed by TfL in a letter sent to the Chief Executive by Alex Williams, TfL Director of Borough Partnerships, on 11th December 2009. As described previously in this report, additional TfL funding may be forthcoming as a financial year progresses.

4.3 Brent has an excellent track record of securing additional funding as the financial year progresses, as demonstrated in Table 3 'Final Net Spend', below.

4.4 Brent has an excellent track record of delivery and officers in the Transportation Unit have forged excellent working relationships with key TfL personnel who sometimes contact Brent if other boroughs are unable to spend their allocated funds. This can be illustrated by noting the difference between the "Original TfL (BSP/LIP) Allocation (£K)" and the "Final Net Spend (£K)" column:

Table 3: Final Net Spend.

Financial Year	Original TfL (BSP/LIP) Allocation (£k)	* Final Net Spend (£k)	# Current allocation (£k)
2003 / 04	6,360	6,953	n/a
2004 / 05	5,129	6,527	n/a
2005 / 06	4,921	7,870	n/a
2006 / 07	5,501	7,156	n/a
2007 / 08	4,794	7,496	n/a
2008 / 09	4,535	n/a	5,846
2009 / 10	5,300**	n/a	5,300**
** As per original TfL allocation letter of 20/11/08" - but likely to be slight changes.		* Final spend includes additional funding/schemes approved by TfL after the original allocation.	# current allocation subject to change

- 4.3 The Transportation Service proposes to implement the programme, utilising existing and other resources as necessary. Technical staff time can be charged to the Capital schemes along with an additional percentage to cover office running and support costs. There should be no cost to the Council in implementing these schemes.
- 4.4 There is no provision for carry over and all works must be completed by 31st March 2011, otherwise the Council would be expected to complete projects from its own funds.

5.0 LEGAL IMPLICATIONS

- 5.1 This Committee has responsibility for scheme approval and management. It is proposed to instruct the Head of Transportation to implement the schemes and ensure delivery.
- 5.2 The vast majority of schemes will be undertaken using the Council's term contracts (otherwise referred to as "call-off contracts") which are in place. Any schemes which are not covered by existing term contracts will be procured in accordance with the Council's contracts standing orders.
- 5.3. Members are requested to authorise the Head of Transportation to consider and reject objections or representations if he thinks appropriate prior to implementing the various schemes following non-statutory and statutory consultation process. This means a further report need not be brought before this Committee prior to implementation if there are no significant or substantial objections to a scheme or package of schemes.

6.0 DIVERSITY IMPLICATIONS

- 6.1 The proposals in this report have been assessed by way of the Equalities Impact Assessment/INRA, supporting the Council's Member and TfL approved "Local Implementation Plan 2006-2011". Officers believe that there are no diversity implications arising from it. However, specific diversity implications relating to individual schemes will be identified and addressed as part of individual consultations that are carried out as part of the scheme designs and development, prior to implementation,

7.0 STAFFING IMPLICATIONS

- 7.1 There are no significant staffing implications arising from this report.

8.0 ENVIRONMENTAL IMPLICATIONS

- 8.1 The proposals in this report have been assessed by way of the Strategic Environmental Assessment linked to the Council's existing statutory Local Implementation Plan. There are no negative environmental implications of note arising from the funds allocated through the 2010-2011 Brent LIP funding application/settlement.

BACKGROUND INFORMATION

Any person wishing to inspect the above papers should contact Tim Jackson, Head of Transportation, Transportation Service, Brent House, 349 High Road, Wembley, Middlesex HA9 6BZ, Telephone: 020 8937 5151

Background papers:

- Brent Local Implementation Plan Funding Application (2010-2011) Transition Year Guidance - 2009;
- TfL letter of notification - 11th December 2009.

Richard Saunders